

For EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance, \$12  
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# Hongkong Daily Press.

ESTABLISHED 1857

By Royal Warrant to His Majesty The King.  
**BOVRIL**  
is a true food and contains  
Albumen and Fibrine which  
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and Muscle. Best-tastes and  
Meat-Extracts are stimulants  
only.  
BOVRIL is liquid life.

No. 15,363, 號三十六百三千五萬一第 日三初月六年三十三緒光 HONGKONG, FRIDAY, JULY 12th, 1907 五拜禮 號二十月七年七零百九千一英港香 PRICE, \$3 PER MONTH.

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**TRY WATSON'S CORN PAINT.**  
AN INFALLIBLE CURE. HIGHLY RECOMMENDED.  
**A. S. WATSON & CO., LIMITED,**  
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THE HONGKONG DISPENSARY, a1005

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**PORTLAND CEMENT.**  
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In Bags 250 lbs. net \$2.70 per bag ex Factory.  
**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 3rd October, 1906. a1046

**PEAK TRAMWAYS COMPANY, LIMITED**  
**TIME TABLE**

**WEEK DAYS.**  
7.45 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.15 p.m. ... Every 10 minutes.  
3.15 p.m. to 3.45 p.m. ... Every 15 minutes.  
3.45 p.m. to 4.15 p.m. ... Every 10 minutes.  
4.15 p.m. to 4.45 p.m. ... Every 15 minutes.  
**NIGHT CARS.**  
7.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.  
every 4 hours.  
**SATURDAYS.**  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
**SUNDAYS.**  
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.45 a.m. ... Every 30 minutes.  
9.45 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
**NIGHT CARS** at 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m., every half hour.

**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.  
**JOHN D. HUMPHREY & SON,**  
General Managers.  
Hongkong, 9th May, 1907. 677

**金貨 KUNG YIK GODOWNS. 益公**

**NOTICE IS HEREBY GIVEN** that the Godowns, Nos. 171 to 178, SHAN TONG TSEI, Praya West, on (M. Lot Nos. 294 to 295), formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the **KUNG YIK GODOWNS**. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favorable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS.  
The KUNG YIK GODOWNS, Agents The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.  
**SAM WANG & CO., LTD.,**  
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ADDRESS: 31, Queen's Road Central.  
**Y YIK CHI,**  
Managing Director.  
Hongkong, 3rd July, 1907. 1167

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MARUNO-UCHI, TOKIO.

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Hongkong, 7th July, 1907. a34



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THE LEADING MINERAL WATER OF THE EAST.

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AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. 1588

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**SPECIAL VALUE**

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LINEN, MUSLIN, VOILE, ETC.

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FROM \$10.00 EACH.

READY FOR IMMEDIATE WEAR.

FROM \$20.00 EACH.

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IN PORCELAIN JARS.

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SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE AT ALL WINE MERCHANTS IN THE COLONY.

Hongkong, 1st June, 1907. a1017

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Hongkong, 1st June, 1907. a1018

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DWARF NOTE BENE STYLOGRAPHIC PENS.  
THE TYPHOON WARNER or TEMPESTOMETER.  
CHEAP STATIONERY OF ALL KINDS. AGENTS FOR THE BLICK TYPEWRITER. 32a

## INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**CARLOWITZ & Co.**  
Hongkong, 13th August 1906. 79

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**REUTER, BROCKELMANN & CO**  
Agents.  
Hongkong, 21st April, 1897. 114

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS at 31st December, 1905 £17,871,119.

AUTHORISED CAPITAL... £2,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500  
FIRE FUNDS... 3,383,729

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SHEWAN TOMES & Co.**  
Agents.  
Hongkong, 27th April, 1907. 1143

## IRON MERCHANTS.

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DEALERS in Iron, Steel, Metals, Hardware, Manganese Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Vaux Road Central) Telephone No. 613.  
Hongkong, 1st March, 1907. 478

## NOTICES OF FIRMS

NOTICE.

**NOTICE IS HEREBY GIVEN** that owing to the INCREASE of the BUSINESS of Messrs. H. PRICE & CO. Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited Liability under the name and style of Messrs. H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager. All Debts due to, and owing by, the late firm will be received, and paid, by Messrs. H. PRICE & CO., LTD.  
**H. PRICE & CO., LTD.**  
H. PRICE & CO.  
Hongkong, 1st July, 1907. 1150

## NOTICE OF PARTNERSHIP.

**NOTICE IS HEREBY GIVEN** that DORABJI JAMSETJI TATA, RATANJI JAMSETJI TATA and RATANJI DADABHOY TATA have entered into CO-PARTNERSHIP under the name and style of TATA SONS & COMPANY from 1st April, 1907. The current business of their present respective firms of TATA & SONS and TATA & COMPANY have been taken up by the New Firm of TATA SONS & CO. as from 1st July, 1907.  
Hongkong, 10th July 1907. 1193

**SIEN TING.**  
SURGEON DENTIST,  
No. 19, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free.  
Hongkong, 21st September, 1905. 461

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THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 505

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons  
163 Bedrooms  
Elegantly Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel Residents  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Dress Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS  
A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th July, 1906. a803

### "KINGSCLERE" PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNELL ROAD.  
Telephone No. 134.

Telegraphic Address: "SACHSOLA."  
ELECTRIC LIGHT, Hot and Cold Water throughout. Billiards, Tennis, Croquet, putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE.

### THE GRAND HOTEL, DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.  
F. DOMBALLE } Proprietress.  
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TELEGRAMS—VICTORIA, SHAMEN  
SHAMEN—CANTON.  
On the British Consession.  
H. HAYNES, Manager.

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In the Centre of the Praya Grande.

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Both Hotels Electrically Lighted and under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER Proprietor.

a1014

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HAS been re-opened under European management and most strict supervision as to food cleanliness and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous of a few days' rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. Two steamers (see East & West) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply  
THE MANAGER.  
a217

### WANTED WANTED.

A. T. CANTON, a STENOGRAPHER and TYPESETTER. Salary Gold \$900 per annum.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 11th July, 1907. 1202

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A LADY of Experience in Teaching, and holding Diplomas, desires Employment in a Family or School. Branches: English, French, Piano, etc.  
Address answers to—  
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451, Friedrichstrasse, TSINGTAU.  
Hongkong, 9th July, 1907. 1190

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PLATED GLASS AND CROCKERY

WALL, &c., &c., and FOOCHOW

LAQUERED WARE

19, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. 778



## INTIMATION.

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LIMITED  
ESTABLISHED 1841  
WINE AND SPIRIT MERCHANTS

## NOTICE.

We beg to notify our customers and the public generally that from this date, with a view to preventing fraudulent imitation,

**A NEW LABEL**

bearing our TRADE MARK and fac-simile signature has been adopted for our

**CELEBRATED**

**BLEND.**

VERY OLD LIQUEUR

**SCOTCH WHISKY.**

A full bottle of the NEW LABEL appears on page 5.

**A. S. WATSON & CO.**  
LIMITED.

ALEXANDRA BUILDINGS.  
HONGKONG.

Hongkong, 1st July, 1907.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that, home the supply is limited. Only supplied for Cash.

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Cable: A.S.W. 5th St. Lister.  
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HONGKONG OFFICE: 10A, DES VUEUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 12th, 1907.

WHAT a contrast Macao presents to Hongkong in the matter of taxation! It is the proud boast of Hongkong that it has reached its pinnacle of greatness among the ports of the Far East by reason of the freedom of its trade from vexatious and injurious taxation. Fifty years ago Macao might have been regarded as one of the most important centres of foreign trade in the Far East. It is now little more than of historical interest as the first foreign Colony on the China coast. Its trade has almost entirely disappeared. The governing authorities have done nothing to encourage trade, but everything to strangle it. Lisbon has regarded Macao as a lemon to be squeezed, and to produce sufficient juice the Colony has had to be taxed to an extent which can only mean its ultimate extinction as a Portuguese Colony. The latest taxation law—it was adopted in 1887, but is only now put into force—seems to be not surprising that the most despondent view is taken of the future by residents in the Colony. The Chinese have entered a strong protest against it. During the plague scare thousands of Chinese left the Colony and the new taxation which was decreed last March, has had the effect, it is said, of keeping them away, perhaps never to return. The list of taxes embraces 201 businesses, and a few extracts from this list will not be without interest to those who have the good fortune to live where the tax-

gatherer is not so prominent as he is at Macao. Every business is specialised. There are no fewer than nine kinds of carpenters, so that if a man who makes tea chests also makes furniture he has to pay additional taxation. Moreover every industry is divided into three classes. There are, for instance, first class old clo' men, second class old clo' men and third class old clo' men. Those in the first class pay a tax of \$3 a year, those in the second \$5.40, and those in the third \$7.80. The heaviest tax is on cement and brick factories, the tax ranging from \$100 to \$300 a year. Hotels, according to their class, pay \$25, \$30, and \$40, while on private boarding houses the tax ranges from \$4.80 to \$9. Apparently the Assessment Committee classifies the houses or industries as first, second, or third. A license has to be taken out within three days, and anybody who fails to comply with this requirement is liable to prosecution for defrauding the public revenue. The license has to be hung up in a prominent place at the entrance to the shop so that it can readily be seen. This is not obligatory on mercantile firms. In the event of failure to pay the tax quarterly in advance on the due date, the penalty for a first offence is payment of a full year's taxes in addition to the quarterly payment due, and double the cost of the stamp. In no case is the fine to exceed 20,000 reis. A repetition of the offence is met by a distress warrant.

Everybody is taxed; the dairy which supplies the baby's milk, the shop which supplies its clothes (whether new or second-hand), the shoemaker, grocer and the baker, the fish dealer, the Chinese penman (as well as the friend to Chinese literature humanity who writes letters at the street corner, and his near business relative the maker of Chinese "chops"), the manufacturer as well as the seller of joss-sticks, the vendor as well as the maker of candles, those who let out on hire bicycles, jirikishas or carriages, those who build houses or decorate them or make any conceivable article where-with to furnish them. The Chinese doctor is also taxed, so are the dispensaries, and we might appropriately close the list with the coffin maker. One may not even escape taxation by living idly in Macao, for there is a Police Tax which apparently is levied on every individual, the amount of the tax ranging from \$6.25 a month to 35 cents a month. For this purpose the community is graded into ten classes, a classification comprehensive enough to embrace everybody from a nobleman to a dustman or a beach-comber. Macao may still have its attractions for the visitor, but it has few for the residents.

Plague total at date 197 cases, five yesterday. Recently elected Fellows of the Royal Colonial Institute include Mr. Frederick T. Hall of Hongkong and Mr. Henry N. Ridley (Straits Settlements).

Admiral Baron Yamamoto, former Japanese Minister of Marine, has arrived in Berlin upon a round of visits to the principal German gun factories and dockyards.

Yesterday morning the lifeless body of a Chinaman was found suspended from the bough of a tree in King's Park, Kowloon. The deceased has not yet been identified.

Five Chinese appeared before Mr. G. N. Orme at the Police Court yesterday on charges of returning from banishment. Each received sentence of six months imprisonment.

Owing to unforeseen circumstances the management of the New Bandmann Opera Company is unable to play "The Belle of Mayfair" to-night, and will play instead "The Beauty of Bath."

The captain of Kopsack, William Voigt, has received £1,750 in donations from friends and admirers. When, in three years' time, he is liberated at the age of fifty-seven, the "Morning Leader," says, fate has another joy in store for him. A rich old maid has formally offered to marry him. She also has bequeathed him £5,000 in the event of her dying before his release.

Organs are to be supplied to warships carrying chaplains. Four new cruisers are to have them at once. The change is regarded by the Admiralty as desirable in the spiritual interests of sailors. It is thought that the organ will give a more impressive setting to the daily services on board ship than the accompaniment of the ship's band. The sackbut and shawm may follow.

A very minor posthumous from Waterlooville, Portsmouth, sends us by post "special permission" to publish the words of "an Imperial anthem" he has composed, mentioning that it has been accepted by the King and the Colonial Premier. These gentlemen perhaps could not help themselves; we can; and we firmly decline to accept an anthem modelled on the words of the "national" anthem in which "we" is made to rhyme with "law" and "cause," and one in which reference is made to localities "where the fierce Tropics reign." What on earth are "fierce Tropics pains?"

Amongst the arrivals by the s.s. *Delhi* was Mr. W. M. Anderson, who will take over charge of the International Banking Corporation from Mr. C. R. Scott, who has been granted furlough.

A native entered a residence at Yau-mat on Wednesday and damaged property to the extent of \$1. Then he demanded money with menaces from one of the inmates. He was arrested, and on appearing before Mr. Orme at the Police Court yesterday, was sentenced to three weeks' imprisonment and four hours' stock. Further, he was ordered to pay \$3 compensation, failing which his Worship ordered him to be imprisoned for another fourteen days.

It is stated by the *Deutsches Blatt* that the Crown Prosecutor for the Second Judicial Division of Berlin has, at the instance of Prince-Fulenburg, decided to prosecute Maximilian Harden on a charge of "grave public libel." According to the Berlin correspondent of the *Hamburger Nachrichten*, the articles in *Die Zukunft* were of only secondary significance in the inquiry with regard to Prince Fulenburg, which had already been set on foot before attention was directed to them.

Next Sunday is the French National Fête, and to give residents of Hongkong an opportunity of witnessing the celebration at Shanghai, the s.s. "Paul Beau" has been chartered to make a special trip. The vessel will leave Hongkong on Saturday the 13th inst. at 11 p.m. from the Winkley Street Wharf and will arrive in Canton at 8 a.m. Sunday, and leave again for Hongkong about midnight. The project, which is organised at the request of the Committee of the Fête at Shanghai, gives residents in Hongkong an opportunity of visiting the Chinese City, and also to take part in the afternoon festivities as well as to see the display of fireworks in the evening in front of the French concession.

The Pope last month required 140 nuns and several officers from the "Prince of Wales" battleship. The Pontiff expressed pleasure in seeing so many stalwart men who were serving their country, and gave his hand to each to be kissed. His Holiness afterwards imparted the Apostolic blessing. Later the Pope received another contingent of British seamen, the party consisting of 10 men, with several officers, from the "Invincible" battleship. The Pope was most affable, giving each man his hand to kiss, and, after a few words of welcome, presenting each with a medal as memento of the occasion. Afterwards the seamen dined together at the guests of the Pope. The toasts of "King Edward," "King Victor Emmanuel," and "The Pope" were honoured.

A special dispatch to the "San Francisco Chronicle," dated San Diego, June 10 says:—San Francisco is not to have the honor of alone being the cause of war with Japan. San Diego is going to take her share of the trouble, as doubtless another international incident will be made out of the race war now in progress in and around the town of Brawley, in the Imperial valley. The war is not between Japanese and Americans, but between Japanese and the other laborers in the valley, all of whom are Indians and Mexicans. The latter claim that the Japanese have come in and are offering to do work for a much lower figure than has been paid to the others. They do not propose to permit themselves to be run out of the country and out of the work and are the re-ent-oring to drive the Japanese out. The constable at Brawley has sent word to the Sheriff's office that the trouble is likely to become serious and deputies have been sent out.

The price of silver has rallied chiefly, it is understood, on purchases for China account, the demand for India at the moment being less pronounced; but in connection with the future of the market, the "Statist" remarks: It is probable that the Indian Government will continue to purchase silver as opportunity offers throughout the coming summer in order that the stock of silver in the currency reserve at the beginning of the active trade season may be large enough to prevent any undue reduction during the period of heavy currency requirements. "It is interesting to note that the stock of coined silver in the currency reserve, which at the beginning of February 1906 stood at 7.2 lacs, and which in August last rose to 2,197 lacs, was reduced in April to 1,355 lacs, and still stands at only 1,344 lacs. In the next two months an addition of something like 600 lacs will occur. A portion of this will doubtless come from internal circulation, but a considerable amount is likely to be secured through purchases of silver in the London market."

The "Figaro," in a telegram from St. Petersburg, says:—The text of the Franco-Japanese agreement will be fairly brief, France and Japan will state that, being desirous of extending and strengthening their mutual relations, they have examined their interests in the Far East, where the two Powers exercise influence under different forms:—on the one hand, occupation of Korea (China by France, and of Port Arthur by Japan), and the Protectorate in Korea. The two Governments are in agreement as to the recognition of the independence and the integrity of China, the surest guarantee of their future peace. They will recognize this principle, which is of a nature to strengthen the internal peace and security of the Chinese Empire, as necessary to all European interests. Consequently France and Japan guarantee their territorial rights in the Far East. The question of a commercial arrangement has not been solved by the agreement, but the two Governments have looked with favour upon the proposal, and in the meantime they have conceded to each other the most favoured nation treatment for Japan in Indo-China, and for French subjects on Japanese territory.

The U.S. anti-Japanese immigration law will be enforced vigorously despite the movement in Japan to open up a channel of differences. Commissioner of Immigration Sargent has made arrangements to have inspectors placed at frequent intervals along the Canadian and Mexican lines in order to prevent attempts to smuggle Japanese labourers into the States. The inspectors will guard every railway, wagon load, and trail crossing the boundaries. Fully 500 Japanese coolies are now trying to get in by way of the Mexican border, and the Commissioner of Immigration has received information that 300 more are en route to Canada to break into this country. The authorities believe that they are confronted by a far more serious problem than was involved in enforcing the Chinese exclusion law. The Japanese are admittedly keener and more resourceful than Chinamen, and it will be no easy matter to keep them out. The long border on the south and north offers innumerable opportunities for smuggling forbidden persons and objects, and it is an impossibility to provide an inspector for every avenue of admission. The Commissioner has authority to employ as much help as he requires, and will not be handicapped by an insufficient force.

The Russo-Japanese agreement, setting forth the conditions for the reciprocal working of the Chinese Eastern and South Manchurian railways by Russia and Japan, was signed at the Foreign Office at St. Petersburg on June 11th. Here this afternoon by M. Isolsky, the Minister for Foreign Affairs, and Mr. Molotov, the Japanese Minister. The protocol regarding the common station at Kwang-cheng-tze was also signed. At a meeting of the Budget Committee of the Duma, M. Isolsky gave explanations regarding the establishment of Consulates General in Manchuria. He said that the Portsmouth Treaty had been regarded originally as a temporary truce. This view had now changed into a firm belief in the stability of peaceful relations between Russia and Japan. Peace was not threatened. Commercial conventions had been obtained, and, though more serious treaties had not yet been effected, their conclusion was not beyond the range of possibility. The same trend was noticeable as regarded France and Japan. M. Isolsky said that he did not want to keep quiet as of foreign policy secret; on the contrary, he would shortly publish all the treaties of the last few years. The Minister's statement produced an excellent impression on the committee, and his explanations are regarded as a Foreign Office pronouncement.

A recently issued circular letter states that the position of gymnastic instructors having been under consideration, the Admiralty have decided that in future gymnastic instructors will be designated as physical instructors, in order to remove the present impediment to such instructors becoming warrant officers. A physical training instructor who at present is allowed to hold the non-substantive rating of trained man (or qualified in gymnastics) only will be allowed to qualify as seaman gunner or seaman torpedo man, but in virtue of such qualification he is not to receive the pay of the seaman gunner or seaman torpedo man rating. The qualification for warrant rank is laid down in the Regulations. Another circular letter of more recent date notifies that, with a view of obtaining a good standard of physique in men selected to qualify as physical training instructors, it has been decided that in future candidates for this rating are, as far as possible, to conform the following standard:—Height 5ft. 5in., chest not less than 35in. No one below this standard is to be accepted unless he is specially chosen for manner and power of command.

A general feeling of satisfaction prevails in Berlin, that the Emperor William has not shrunk from binishing from his presence the personages with whose names the grossest scandals have been associated, and the action of the Crown Prince in bringing the allegation to the notice of his Imperial father is regarded as affording ground for special congratulation. This evidence of a common purpose and harmony of views on the part of the Emperor and his eldest son is further held to warrant the expectation that "a process of political convalescence is in progress." Satisfaction, however, is tempered by the reflections of those journals which, like the *National-Zeitung*, bitterly deplore that the *canard* owes its downfall not to its political activity, but to the alleged moral depravity of certain of its members. For more than a dozen years the pernicious influence of a few powerful but irresponsible individuals has been in the ascendant, and successive Chancellors have had to contend with more or less success against their intrigues, but the power of the *canard* remained unbroken until the allegation of scandalous practices on the part of some of its members became notorious. In the opinion of the official Liberal journal, this circumstance is as humiliating for every German as the victory over irresponsible influence is in itself gratifying. The political impotence, it is added, of which the unbroken machinations of the *ex arilla* furnish such striking proof, can only be remedied by the conscious effect of the Reichstag and of the Prussian Diet to support the Imperial Chancellor whenever his authority is menaced, since the Chancellor is not a Court official, but the constitutional director of Imperial policy, for which he alone is responsible.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE AMERICAN PACIFIC FLEET.

Tokyo, July 11th.  
"The New York Herald" advocates the passage of the American battleships to the Pacific via the Suez Canal, and that they at the same time make a friendly visit to Japanese ports. It cites the fact that when the Anglo-German relations were strained the British Mediterranean squadron was transferred to the Channel and the North Sea squadron was dispatched to the Baltic where it visited the German ports, with the result that the relations between the two countries were much improved. A similar result might be attained were the American fleet to visit the Japanese ports and fraternise with the people.

## JAPAN AND AMERICA.

Tokyo, July 11th.  
The revenue office in San Francisco has granted licences to the Japanese restaurateurs. The reason for the concession is unknown.

The San Francisco Chamber of Commerce has passed a resolution in reply to that from the Japanese Chambers to the effect that the chambers of both countries ought to co-operate for the maintenance of peace and trade relations.

## [REUTERS SERVICE.]

## THE NEW JAPANESE "DREAD-NOUGHTS."

LONDON, July 9th.  
The correspondent of the *Daily Mail* in Berlin wires that the Japanese naval commission has given Krupp an order for the new Japanese *Dreadnought's* 12 inch guns, to be delivered in nine months. The order was not placed with English works because they were already fully occupied.

## KOREA.

LONDON, July 9th.  
Reuters' correspondent in Seoul wires that in view of the despatch of Korean delegates to the Hague, the Korean Government will appoint a committee to control the Emperor's private purse, in order to prevent illegal disbursements.

## THE KING'S VISIT TO IRELAND.

LONDON, July 9th.  
Replying to an address at Holyhead, en route to Ireland, the King said that the prosperity of the country was bound to be imperilled by any disturbance of the tranquillity of Europe. "I hope the high position of Great Britain among the nations will always be maintained by peaceful means, and as far as in me lies my influence shall ever be devoted to the promotion of friendship and goodwill."

## SURVIVAL OF THE FITTEST.

Dr. Andrew Christian, a well-known American physician, is bringing himself into prominence by the fervour and originality with which he is advocating the theory of the survival of the fittest and marriage reform. He says:—"If mothers would be willing to have their children quietly put to sleep for ever when they are very young and show signs of deformity or degeneracy, the world would be better. Of course that could not be done unless women could be educated up to the fact that it would be no sacrifice to itself or to anyone else. If I myself had a little child born, and it was deformed, or showed that it would be mentally weak, then I would be willing that it should be put to death, with no softening, and it would be a prudent thing to do, because I would save it from untold suffering later. This may seem harsh, but it really is not."

Dr. Christian declares himself in favour of State regulation of marriages through a board of overseers. Otherwise he predicts that American will in time be chiefly idiots and imbeciles. "The board of overseers, he says, should understand thoroughly physiology, psychology, and sociology. They could have lists of people in the State, and so far as possible, of their ancestry. They could then decide a certain period of time in which to make inquiries before deciding whether the couple were fit to marry. Dr. Christian says the necessity of regulating marriage is very great in America, because nowhere are there more hasty and ill-considered marriages and nowhere more divorce. He believes that the English custom of limiting marriages to the daytime would be useful. Hotel chaplains and others in America who are willing to marry young couples at midnight without inquiry are, he considers, fostering conditions which make a mockery of the matrimonial state."

## SUPREME COURT.

Thursday, July 11th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

WRIT WITHDRAWN.

An action was brought by the Shing Lee firm against Chan Chun Leun and Leun Woon Tong, partners in the Hong Fat shop for \$324 goods sold and delivered. Mr. Otto King Sing appeared for the plaintiff and Mr. O. D. Thomson for the defendants.

From evidence it appeared that plaintiff lived at Pakhoi and brought the action under the shopname. Mr. Thomson contended that a shop could not sue.

His Honour—He got me to make an order for defendants to find a car for \$200.

Mr. Thomson—Plaintiff has admittedly given a wrong address. One would think he was carrying on business at Yau-mat.

Mr. Otto King Sing—My instructions were that the men were living in the Colony. The goods were delivered in Hongkong. I would ask leave to amend the writ. The case ought to be decided on its merits. Defendants offered \$250 to withdraw the action.

His Honour—I shall allow you to withdraw the writ with leave to issue a fresh one, and I shall annul the order for security. Plaintiff must pay the costs of the present action.

## H. &amp; S. BANK DIVIDEND.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £1 15s. per share, add to the Reserve Fund \$750,000, and carry forward about \$800,000.

## BANDMANN OPERA COMPANY.

"Though considerably delayed, the visit of the Bandmann Opera Company was none the less welcome, and old favourites, coming with new productions to Hongkong, are certain to attract the many who appreciate excellent entertainment to the Theatre Royal. As their present stay is limited to two days, there can be little doubt that the Opera Company will secure a gratifying measure of public support. Last night 'The Dryad' was one of the latest London successes, charmed a large audience. From start to finish there was a verve and vim that made the most of the excellent material supplied by the author and the composer. The dialogue was crisp, witty and telling, the scenery was of more than ordinary beauty, and the music was decidedly attractive, the songs being above the trashy order, and the tunes very catchy. Mr. Harry Cook was as usual a host in himself. His favourites were in re-appearing and over and over were lavished upon him. His appearance as a sailor in charge of a motor was very funny, while his 'say will the girls' was just as mirth-provoking. He was supported by a capable company who sang, danced and acted their parts in a way to make 'the fairymaid' in Hongkong the success that it has been in London. 'The Beauty of Bath' will be played to-night instead of 'The Bell of Mayfair'."

## MACAO.

[FROM OUR CORRESPONDENT.]

June 11th.

## GOVERNMENT EMPLOYEES ASCEND.

On Monday, when it was time for business to begin in the license department of the Far East, three of the Chinese clerks had failed to put in an appearance. A little inquiry went to show that they had left the Colony and taken with them a considerable amount of money representing license fees paid in to the Far East. Information was dispatched to Hongkong and Canton, and detectives have been sent to assist in the search. It appears that these clerks took the fees tendered but told the applicants that the licenses could not be handed to them immediately as they had to be passed. In this way they managed to collect a considerable sum, and then bolted. The public are now waiting to know who is responsible for the laxity thus revealed.

## CAPTAIN MORRISON FINED.

Captain Morrison, the popular commander of the *rei Tai* on Monday was sentenced to three days' imprisonment, but he chose the alternative of paying the small fine of 100 reis per day. The charge against him was one of assaulting a Portuguese resident of the Colony. The affair occurred on the steamer wharf a week or more ago and Captain Morrison was arrested. He was not detained long, however, but liberated on bail.

## COMPLAINTS AGAINST THE POLICE.

Now and then one hears complaints as to the way the police of the Colony perform their duties, but the men are not, I think, so much to be blamed as their officers. A common complaint, for example, is that jurisdiction is often stopped by the police in Rua de Gamboa, leading to the steamer wharves, and sometimes this is done in so rough a manner that the Chinese police as well as their fares narrowly escape serious injury. There is an order forbidding reckless traffic in Rua de Gamboa, but I am not aware that there is any forbidding such traffic in Rua de Gamboa, nor is there any call for such an order. It is very annoying to see visitors coming from the steamers stopped by the police in this street, and ordered by menacing gestures, in case the policemen's language is not understood, to leave their vehicles. Perhaps this mention of the matter will result in the officers instructing their men that Rua de Gamboa is not the *calçada* de Gamboa.

How to be beautiful—Keep your complexion. Mrs. Ellor's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. For Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd., Sole Agents.



## HAMBURG.

(FROM OUR CORRESPONDENT.)

June 11th.

## LABOUR OUTLOOK.

The strike movement amongst sailors and other sea-faring men continues to extend in the ports of Europe and America. The Clyde has followed the Mersey and in the chief French ports a complete deadlock seems to prevail, the officers having made common cause with the men. So far the principal steamers have been and in Bremen have experienced no difficulty in obtaining full complements of men from England and there has therefore been no delay in the regular departures of their vessels, but it cannot be denied that the action of the unions is causing serious inconveniences to trade in general and may, if persisted in, affect it permanently. Nevertheless the commercial community seems determined to stand by the shipowners in the trial of strength forced upon them by the men or rather by their leaders.

## COLONIAL EDUCATION.

Colonial Director Dornburg is apparently not the man to allow grass to grow under his feet. He was here last week for the purpose of inspecting the different institutions of the state for the study of matters connected with the colonies and other tropic and sub-tropic countries and the development of foreign trade. It is said that he was much pleased with what he saw and that his visit is likely to result in the foundation of a colonial college of which the existing institutions will form the basis. This may prove the first step towards the realization of the wish of so many Hamburgers to see either a regular university after the pattern of those in other parts of the country or a commercial and technical college, established in this town. I have entered into the subject more fully in some of my previous letters and it may be remembered that about twelve months ago I mentioned that a fund of 3½ million Marks had already been contributed by wealthy Hamburgers at home and abroad for educational purposes. This fund which is steadily growing has lately been vested in a committee under the supervision of the state and a set of rules been drawn up for guidance. The committee is to consist of no less than fifteen members, two of whom must belong to the government board of education, the president of the latter being ex-officio chairman. The fund will be known under the name of the "Hamburger Wissenschaftliche Stiftung" its object being the cultivation and diffusion of scientific knowledge. The present capital as well as future contributions shall, unless otherwise directed by the donors, be invested in stock of undoubted security and shall not be touched except under circumstances which will be stated later on, the interest only to be used in furtherance of the object of the fund. It is proposed that whilst awaiting further developments the available money shall be applied:

(a) for the remuneration of men of note in science and literature who may be invited to deliver lectures or a course of such in this city on subjects relating either to special professions or to matters of general interest from an educational point of view;

(b) to research work, prize competitions and the editing and publishing of scientific writings;

(c) assisting scientific expeditions of exploration and discovery.

No contributions shall be made to already existing scientific institutions or to such others the maintenance of which should by rights be borne by the state.

Should the fund accumulate to an extent which with or without aid from the state would seem sufficient for the endowment of a university on a broad basis—by which time high schools for special professions such as medical or commercial colleges, theological seminaries &c. are excluded from consideration—the committee shall be at liberty to use part or the whole of the fund for such a purpose, on condition however that the institution be under the government of its own members subject only to the control of the senate. The appointment of professors and lecturers shall be made without regard to their religious or political opinions.

The plan of studies shall be arranged in a manner to permit compulsory men of a sufficiently advanced education to take part in them.

The scheme seems to meet with the approval of the public for in response to an appeal of the committee for further funds, contributions are coming in on quite a liberal scale.

## SOUTHING VAGABONDS.

The British journalists have during their visit to Germany met with a most hearty reception not only at the hands of the authorities but by the public as well. Bremen, Hamburg, Berlin, Dresden, Munich, Frankfurt, and Cologne have vied with each other in doing them honour and the emperor himself has found an opportunity of meeting them and conversing with some of the more prominent members of their body. It is thought by some that the thing has been overdone, considering the unfriendly spirit in which it is commented upon by several of the leading London papers, who did not take part in the trip; and it must be admitted that the exchange of assurances of mutual esteem and good feeling in high-sounding addresses and after-dinner speeches must not be taken too literally and cannot at once play the sense of irritation that for some years past existed between the two nations but the power of the press is sufficiently great, in both countries, to produce, if exercised in that direction, a gradual change of feeling, and it is to be hoped that the more the different classes of the two people come into contact the better they will learn to understand each other to appreciate each others good qualities. Tout compromise est bien tenu and there is a great deal to be forgiven on both sides.

## THE BIRTHDAY MESSAGE.

According to a statement in one of our local papers the struggle for existence is having a most unfavourable effect

on the number of marriages and consequently on the birth rate in Europe, principally in large towns. The latest statistical returns show a marked reduction in the number of births for, with the exception of Dublin and Copenhagen, the percentage in 1906 remains below the average of the last five years. In 1906 the proportion of births to every 1000 inhabitants was in Brussels 18.5 in Paris 18.8, in Berlin 24.9 and in London 20.7; the Brussels and Paris figures being the lowest on record. The decrease in the average number of a family compared with previous years is pretty considerable; in London it amounts to 16.4 per cent, in the Hague to 26.4 per cent, in Hamburg to 25.9 per cent, in Paris to 27.4 per cent, in Berlin to 32.9 per cent, and in Copenhagen to 29.9 per cent. It is however, reassuring to note that the death rate in 1906 has also declined, it is 23 per cent lower in London, 28 per cent lower in Brussels, 13 per cent lower in Rome and 16 per cent lower in St. Petersburg than the average of the previous five years.

## EXTRACTS OF PARLIAMENT.

## THE CONSULAR SERVICE.

Mr. Alden asked the President of the Board of Trade if he could furnish the House with information as to the instructions issued to the Consular Service by the Foreign Office; whether a merchant in the United Kingdom applying for assistance to a British Consul on the Continent is referred to the Board of Trade instead of being communicated with direct; if so, whether he could give any reasons for issuing such an instruction; and whether he had, in drawing up these instructions, taken into account the success of the Consular Service of the United States.

Mr. Runciman, who answered the question on behalf of Sir E. Grey (Northumberland, Berwick), said—The answer to the second part of the question is in the negative. It is desirable that British traders should, before addressing inquiries to his Majesty's Consular Officers, ascertain from the Commercial Intelligence Branch of the Board of Trade whether the information is available there. Consular officers supply this branch with information in order that it may be generally and quickly available. When a Consular Officer receives a direct inquiry from a British merchant he forwards his reply through this branch, which transmits it to its destination after taking note of its contents for the benefit of British trade in general. The arrangement has been in force for some years. We are always ready to profit by the instructions of other countries.

Mr. Alden asked whether the hon. gentleman had taken into account the complaints of many merchants that this method did not facilitate the direct communication of complaints.

Mr. Runciman said—Yes, that fact was taken into account, and, after consideration of the circumstances, this arrangement was allowed to stand good as the best for British trade in general.

## "THE MIKADO."

Mr. Trevelyan (York, W.R., E.) asked the Secretary of State for the Home Department whether the Lord Chamberlain had yet taken any steps to withdraw his prohibition of the production of "The Mikado."

Mr. Gladstone.—The Lord Chamberlain has the matter under his consideration at the time.

Mr. Trevelyan asked how soon the right hon. gentleman would be able to give a definite answer as to what the action of the Lord Chamberlain would be.

Mr. Gladstone.—Perhaps my hon. friend will put the question again next week.

Mr. G. D. F. (York) asked whether, having regard to the serious loss and inconvenience that was being suffered by innocent parties all over the country, the right hon. gentleman would represent to the Lord Chamberlain the desirability of making haste in the matter.

Mr. Gladstone.—No doubt the Lord Chamberlain is losing no time. (Laughter.) I will certainly confer with him on the subject. My hon. friend may assume the action will be taken as soon as possible.

Mr. W. Richmond (Clare, E.)—Will the right hon. gentleman request the Secretary of State for Foreign Affairs to ask the Mikado of Japan whether he really objects? (Laughter.)

No answer was returned.

## CHINA.

Mr. Lansdale asked the Secretary of State for Foreign Affairs whether he had any information respecting the riots in China; and whether any steps had been taken to protect the interests of his Majesty's subjects in the disturbed districts.

Mr. Runciman.—Telegraphic inquiries have been made of his Majesty's Minister at Peking. He states that his Majesty's Consul at Amoy reports that the surrounding country is free from disturbance, and that his Majesty's Consul at Swatow states that the accounts in the newspapers of local disturbances have been exaggerated; and that there has never been the slightest occasion for uneasiness. The rioters were dispersed at once by the Chinese authorities.

## SHANGHAI.

Mr. Rees (Montgomery, Berwick) asked the Secretary of State for Foreign Affairs what force, naval, military, and police was available at Shanghai for the defence of British merchants and of British trade.

Sir E. Grey (Northumberland, Berwick).—On December 31 last the force available for the international protection at Shanghai was as follows:—Volunteers, 44 officers and 600 men; commissioned officers and men, Police, European, 130; Indian, 201; Chinese, 753. In addition foreign warships of small draught can ascend the river as far as Shanghai, and larger ships can get to within 15 miles of Shanghai. It frequently happens that one or more foreign warships are lying in the river.

## FIREY DISTRIBUTION.

In reply to Mr. Rees.

Mr. M. Roberts (Dundee) said—Under present arrangements the gunboats "Redoubt" and "Lapwing" and the special service vessel "Sphinx" are told off for special service in Indian waters, and their principal duties are in the Persian Gulf. Visits to the Gulf are also made by other ships of the East India Squadron from time to time. At present the "Sphinx" and "Lapwing" are in the Persian Gulf.

Mr. Rees asked the Secretary of State the Admiralty whether any battleship was included in the China Squadron at the present time, and whether, if the answer were in the negative, the American, French, and German eastern fleets were in like manner composed exclusively of cruisers, destroyers, and smaller vessels.

Mr. E. Robertson.—There is no battleship in the China Squadron at the present time, and except the "Redoubt," a third-class battleship of the French navy, launched in 1876, in commission at Saigon, and two armoured coast defence ships of the United States navy in reserve in the Philippines, the ships comprising the French, American, and German squadrons in the eastern seas of the Chinese referred to in the question.

## FUNNELS AND FLAGS.

## CONDENSED BUT STILL IN SERVICE.

A recent time advertisement during the past year has left the "Thames for the Pacific Coast." As the "S. con." laden with cement and bound from Stettin for San Francisco, the vessel stranded near the Lizard, but was pulled off by three tugs and taken to Nantes for repairs. She was posted in the "Loss book" at Lloyd's. She was there condemned, and again posted in the "Loss book," but has since sailed for the Thames under the name of the "Thames" and has landed for Astoria.

## NORWEGIAN BARK ABANDONED.

Starting, and with no prospect of reaching their destination, the crew of the Norwegian bark "Alexandra," abandoned that vessel at sea May 28th, according to a telegram received at the Merchants' Exchange San Francisco. The first mate and part of the crew have arrived at Guayaquil, Ecuador, where news was sent to London concerning the affair. The men left the "Alexandra" in latitude one degree south, longitude not reported, when the vessel was 151 days out from Newcastle, Australia, for Ancon on the Isthmus of Panama, with a cargo of coal.

Captain Patterson of the "Alexandra" gave orders for the abandonment of the vessel when she was still far to the southward and westward of her destination. At that time the provisions had practically given out, and the water supply was becoming so scanty that it was impossible to continue the voyage. The "Alexandra" had already consumed two months more time than usual on the passage to Ancon, and the provisions were accordingly low. Captain Patterson and some of the men put off in one of the boats, and the first mate and the other took another boat. The latter was first to reach the mainland, reaching Guayaquil. The captain and the others are expected to be heard from soon. They are in the path of the steamer plying between South American ports and Panama.

The "Alexandra" was built in 1874 and was first known as the "Hellas." Later the vessel was renamed "Alexandra," and still later became the "Alexandra."

## P. &amp; O. BUILDING.

The P. and O. Company, having got their mail contract renewed, have placed an order for a large mail and passenger steamer with Messrs. Caird and Co. of Glasgow. This steamer will be put to sea under the name of "Albatross," for mail quite lately it has been a good many years since P. and O. lost not under construction at Messrs. Caird's. Indeed, it used to be a common remark in shipbuilding circles that when this firm wanted to begin work on a new vessel there was never any trouble, because they could quite safely lay down the keel of another P. and O. liner. This statement is not strictly true. It is merely a method of describing the long and honours business relationship which has existed for many years between the P. and O. Company and the Caird shipyard.

## EMPLOYERS' LIABILITY.

The approach of July 1, on which date ship owners become liable for accidents to seamen, caused some inquiry as to the terms on which underwriters would cover the risks. No method of describing the long and honours business relationship which has existed for many years between the P. and O. Company and the Caird shipyard.

The experience of the accident companies in workmen's compensation business has been a most successful one. It has been a most successful one. It has been a most successful one.

## INDO-CHINA STEAM NAVIGATION COMPANY.

The report for the year 1906 states that the adverse conditions of trade mentioned in the last report unfortunately continued in an aggravated form during 1906 and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by home-made cargoes being slow in reducing competition. There was, however, been considerable reduction in shipping by direct routes, and a return to normal conditions is not taking place as it did when over-supply after the China-Japanese war in 1895 required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property, but the steamers of the company fortunately escaped with but little injury; indeed during the year no serious casualty has occurred. The underwriting account has been a substantial balance in favour of the company. The directors, notwithstanding the difficulties of the year, have again allocated a very large sum to the promotion of the fleet (£73,833) which has been provided by transfers from exchange and underwriting accounts, and from the general reserve fund, and after meeting all expenses for the year, there remains a balance of £15,002, out of which the directors recommended a dividend of 10 per cent, carrying forward £3,655. The "Lapwing" was chartered by the Hongkong and Whampoa Dock Company for the company's Yangtze service, has been added to the fleet, and since the closing of the accounts for the year 1906 the small steamer "Columbia" has been sold.

## GERMAN COMMISSION.

Relations between Dutch and German steamship companies appear to be a good deal improved. The Netherlands South American Line, which trades between Amsterdam and River Plate ports, has experienced such effective competition from the Germans as to force a good deal of patriotic feeling. This is true, but it is to the formation of a National Steamship Company, in which the leading Amsterdam lines and the Dutch Trading Company are interested themselves.

The 8-11th of the French government played a part in the strike of which were drowned by a storm of waves, while handkerchiefs were waved, and were thrown in the air, and a salvo of fireworks was discharged.

In a few minutes we reached this ancient fortification of Peking, and were passing the high northern gate, the Chinese regarding us with their accustomed Olympian calm. Spanning the Tientsin and Hai-kow rivers were a crowd of high buildings, in ruins, and as they were so precisely impossible we had to transform our motor-cars into passenger-cars, but were able to dispose with the assistance of coolies.

About two miles from Nankai the road joined the bed of a mountain torrent strewn with boulders and then the employment of thirty coolies became necessary.

We had to proceed cautiously over ground which made the machine bump and dance as if we were in a sleepchase and we had to hold on tightly.

Besides Prince Scipio Borghese, his chauffeur, and myself, our car carried Princess Anna

of fast steppers. At present the line holds the Atlantic record, and its importance is that the new boat will help it to retain it, notwithstanding the competition of the new Cunarders.

## ROYAL COMMISSION ON SHIPPING RINGS.

On June 11th, at Winchester House, St. James's Square, London the Royal Commission on Shipping Rings resumed its sittings, under the presidency of Mr. Arthur Cohen, K.C. Mr. J. J. S. Deane, who spoke on behalf of the "League of Commerce and Manufacturers" in that city, stated that on January 28 of this year, at a special and representative meeting of the chamber, the following resolution was carried by 80 votes to 31:—That this meeting is of opinion that the system of shipping rings, carried on as it is by means of dolerated rebates, is detrimental to general trade, leads to preference in the matter of freights and of contracts to foreign countries, and requires remedy by suitable legislation. A special committee, appointed later confirmed this view. The witness said that it was obvious that the elaborate arrangement made by shipping rings with shippers and the whole basis of the deferred rebate system were directed towards depriving shippers of freedom of contract, and that, therefore, legislation was wanted to restore freedom of trade. As the matter stood, it was a shipper went outside the ring in respect of a shipment of tons of goods, causing a loss to the "ring" of 10s. he might forfeit £1,000. The forfeiture was thus penal, and was not made with reference to the amount of loss sustained by the shipowner. Legislation would, therefore, only be in accordance with the accepted principles of common law, because such forfeiture was a restraint on trade and contrary to public policy. He would make the system of deferred rebates illegal at common law, and it must then necessarily follow that it must be punishable. Mr. J. J. S. Deane, Secretary of the British Iron Trade Association, said that the colonial imports of British iron and steel had not increased of late, as might have been expected, and it was a debatable point whether that fact might not in some measure be due to imperfect and unduly expensive shipping conditions. The testimony furnished to the association was of the system of deferred rebates. Some manufacturers strongly complained of the existing condition of things, while others did not seem greatly to disapprove of it, while some people were disposed to command shipping conferences and shipping rebates as necessary. Generally, however, the belief was that certain matters called for remedy. The worst case brought to their notice was that of the lines trading to China and Japan, and they were informed that the rates charged to Continental ships were from 7s. 6d. to 10s. per ton under the ruling from British ports. The H.M. Line was stated practically to enjoy a monopoly of trade between this country and the East, and it also sent steamers to Continental ports to lead up to competition rate. They afterwards went to British ports to complete loading and charged higher rates to British manufacturers. Probably a large number of leading freighters would be glad to maintain the services of the regular lines under the rebate system if only the long deferred rebate system could be got rid of. It was felt in the iron trade that there was a prima facie ground of complaint in respect of long deferred rebate; that the preferences given to American shippers were calculated to injure, and had already injured, British trade, and it was desirable that such preferences, where capable of being controlled, should be, as far as possible, got rid of, and that the whole system of rebates required the fullest consideration of Parliament. The Commission adjourned.

## PEKING TO PARIS.

So far as can be seen at present, the great motor "race" from Peking to Paris is what some people call a "fizzle." London papers have correspondents accompanying the competitors, however, and these gentlemen are doing their best to make the most of the interesting. Following are various selected extracts from London telegrams and letters:

Even at the time of the Boxer excitement the Legation quarter at Peking did not display more animation than on the morning of the start for the great automobile race from the Chinese capital to the metropolis of France.

Our rendezvous was the grand courtyard of the French Embassy, which was decorated with banners and trophies and inscriptions wishing us "bon voyage."

A crowd of diplomats, ladies, officers, soldiers, marines, formed a picturesque conglomerate of uniforms and fascinating toilettes. On the road a few Chinese had timidly as enabled, while many people had come from Tientsin, Tientsin, and Tientsin.

The Dutch Spyker car, painted in gay colours, seemed to wear already a triumphant air, and the Cantal motor, with its small load of baggage, looked very modest beside its powerful colleagues.

Perhaps the De Dion Boutons are a trifle overloaded by accessories for the Chinese road, but they have an appearance of solidity and strength.

On the other hand the Itala has been despoiled of all superfluous weight, and with its lightened and ray-painted body, looks like a small torpedo-bomber ready for battle.

At eight o'clock Mandarin Kuo, secretary of the Wai-wai-pai, arrived. He was the official representative at the start of the Chinese Government, which, thanks to the energetic attitude of the Foreign Minister concerned, had the resolution of the competitors to start at all costs, completely changed its attitude, and on the evening before we left, sent us the much-desired passport, and the chief of the Chinese police gave orders that our route through the city should be kept free from impediments and guarded by soldiers.

Madame Boissouan, wife of the first secretary of the French Embassy, who acted as starter, lowered her flag at 8.25, and with a buzz of wheels and throbbing of cylinders, the machines were off on their long and adventurous journey.

The start of the French car was played a part in the strike of which were drowned by a storm of waves, while handkerchiefs were waved, and were thrown in the air, and a salvo of fireworks was discharged.

In a few minutes we reached this ancient fortification of Peking, and were passing the high northern gate, the Chinese regarding us with their accustomed Olympian calm.

Spanning the Tientsin and Hai-kow rivers were a crowd of high buildings, in ruins, and as they were so precisely impossible we had to transform our motor-cars into passenger-cars, but were able to dispose with the assistance of coolies.

About two miles from Nankai the road joined the bed of a mountain torrent strewn with boulders and then the employment of thirty coolies became necessary.

When we had set down the ever-punctual Earl of Salisbury, ex-Lord Chancellor, wonderfully active in spite of his eighty-four years, tripped to the table, and moved the rejection of the Bill.

"I do not call this Bill the thin end of the wedge, my lords," said the aged Earl; "it is the wedge itself."

The second reading was carried by 111 to 33.

## HOCKS AND MOSELLES.

DIRECT FROM, AND BOTTLED BY  
LANGENBACH AND SOEHNE. WORMS-ON-RHINE.

## SPARKLING RED BURGUNDY

DIRECT FROM  
GUICHARD-POTHERET & FILS

CHALON-SUB-SAONE.

SOLE AGENTS—

H. PRICE & CO., LTD.

PRICE LIST on Application.

Telephone No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Maria Borghese, and Don Licio Borghese, the Italian Chargé d'Affaires.

At Nankai we encountered many difficulties especially in crossing the prehistoric bridges, which was done by the aid of coolies and long ropes.

The mountains outside Nankai are crowned with age-old fortresses, and the panorama has an Alpine solemnity.

We reached Nankai at 2.45, having covered the forty miles in six hours and a half.

ANOTHER ACCOUNT.

The drivers, says a despatch to the *Matin*, had passed through the monumental gates of the Chinese capital, and had so ready gone six kilometres on their way when their difficulties began. A furia started to fall, and continued uninterruptedly all day making the deep ruts in the roads more dangerous than ever. The motor-car of Prince Borghese, being considerably more powerful in proportion to its weight, scored under these conditions, and it was soon far in the lead. The four remaining vehicles plodded on as best they could, the occupants soon feeling all their bones aching from the terrific jolts they received as the cars dashed into holes or got stuck in quagmires. The roads consisted almost entirely of soft sand, so that it may be imagined how they were in the rain. The wheels of the cars dug into them up to the axles. Prince Borghese had removed the coachwork from his Itala machine, which greatly lightened its weight. He was followed by the Spyker car, and last came the French cars. As they passed through the villages big crowds of Chinese assembled and lined the road. They even climbed up into the trees to see the machines pass, and their attitude, on the whole, was hospitable.

The first incidents occurred when some mules harnessed to Chinese carts took fright, and scampered in all directions. One of the De Dion Bouton cars and the Cantal motor cycle mistook the road and went astray. Three hours were lost by the others in going after them and bringing them back. A kindly-disposed mandarin happened to be very useful on this occasion, and indicated where the lost drivers were likely to be found. In some places stone quarries actually formed part of the road and sandpits in others. At last the Chabo was reached, and had to be crossed. The bridge is the most curious structure of the kind, and consists merely of immense blocks of stone piled up on one another like an old ruin. The machines were halted for block to block by means of ropes and tackle, and everybody took a hand in pulling. The Spyker car was brought over first and the others followed. The task was apparently a Herculean one, with the means at hand. The bridge being at last negotiated each driver got back to his wheel, and the cars started off. But to their dismay they came at once upon another bridge. Two hours more were spent in toiling over this monstrous vision of Chinese architecture. The drivers were glad at last to get back into their cars, and then they started off at "full speed," that is, as fast as they dare, having regard for their lives, and looking out to steer clear of the ditches and the rocks on the road.

The foot of Prince Borghese must have been wonderful, as he is a long way ahead, and there was no fatigue of him. The others showed a tremendous amount of luck and coolness, and were doing their best to cover the sixty kilometres to Nankai. But when they were within a few kilometres, night came on, and they had to encamp. A thunderstorm was raging in the mountain, and from their tents they had the excitement of looking over a magnificent panorama illuminated by the lightning. The drivers had at last some satisfaction. They had been told that they would never get from Peking to Nankai. But they had done so all the same, and were as content of passing the mountain pass as they had passed the bridge.

Early in the morning they folded their tents, and ten minutes later were at Nankai. There they learned that Prince Borghese had passed the evening before. The three automobiles were joined by the trier, which came along pulled by mules. Major Larive, who speaks Chinese, had a good breakfast provided for all. The task of the day was to cross the mountain pass. The drivers hired a gang of 150 coolies, and started on another hard stretch of the road, a distance of some 150 kilometres, with immense pits here and there, owing to the railway line in construction. Prince Borghese was still far in the lead.

LATER NEWS.

More local news has it that the cars are one by one abandoning the task for various reasons, and others stealing rides on the railway. But they had done so all the same, and were as content of passing the mountain pass as they had passed the bridge.

THE START.

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"I do not call this Bill the thin end of the wedge, my lords," said the aged Earl; "it is the wedge itself."

The second reading was carried by 111 to 33.

PEERS DISCUSS WOMAN'S PROPER SPHERE.

Pictur of a grandmother beside the domestic hearth making small garments for a tribe of savages were drawn in the House of Lords when the peers of the realm discussed woman—and the humble working woman had had her say.

With his usual fracture of literary acidity Lord Cromer, Lord President of the Council, moved the second reading of the Government Bill empowering women to sit on county and borough councils.

"Woman is a sepp and said Lord Cromer, to be devoted to the mantle, and must also be prepared to stand by and wipe the heated brow of the exalted being with whom it is her privilege to be mated."

"After a life of blamelessness and hardy water, she is supposed to retire to the chimney corner, and there to occupy herself with making and arguments for innumerable grandchildren."

Lord Cromer scolded the opponents of the Bill for supping that all women were a combination of "mild of all work and ministering angel."

When he set down the ever-punctual Earl of Salisbury, ex-Lord Chancellor, wonderfully active in spite of his eighty-four years, tripped to the table, and moved the rejection of the Bill.

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## THE ROBINSON PIANO CO., LTD.

CO., LTD.

## TALKING MACHINES

AND



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF SIX DOLLARS TWO PER SHARE for the Six Months ending 30th June, 1907, will be Payable on the 24th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED on THURSDAY, the 18th instant, MONDAY, the 22nd instant, both days inclusive.

By Order of the Board of Directors,  
A. SHELLTON HOOPER,  
Secretary to the  
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
General Agents for the  
WEST POINT BUILDING CO., LTD.  
Hongkong, 12th July, 1907. 1205

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
ON MONDAY,  
the 15th July, 1907, at 2.30 P.M. at No. 25, Wyndham Street,  
THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE,  
THEREIN CONTAINED—

Comprising:—DOUBLE BRASS MOUNTED BEDSTEADS with WIRE MATTRESSES, MARBLE TOP BUREAUX with Bevelled Glass, DOUBLE TEAKWOOD WARDROBES with Bevelled Glass, MARBLE TOP WASHSTANDS, SILK EMBROIDERED SCREENS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Bevelled Glass, GLASS, CROCKERY and E.P. WARE, OIL PAINTINGS, BRUSSELS CARPET, &c., &c., &c.

On view on SATURDAY the 13th July. Catalogues will be issued.  
TERMS—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 12th July, 1907. 1206

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
For SWATOW, AMOY and FOCHOW.

THE Company's Steamship  
"HAIMUN",  
Captain A. J. Robson, will be despatched for the above Port on MONDAY, the 15th inst., at 3 P.M.

For Freight or Passage, apply to  
DOUGLAS, LAURIAK & Co.,  
General Managers.  
Hongkong, 11th July, 1907. 1207

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DEHIL",  
FROM BOMBAY, COLOMBO AND  
ST. PAULI.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be admitted after the Goods have left the Godowns.

This vessel brings on Cargo:—  
From London, &c., ex S.S. "Himalaya"  
From Persian Gulf ex B. I. S. N. &  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 11th July, 1907. 1

NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Relatino United Companies).

NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE.

THE Steamship  
"ISCHIA",  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be admitted after the Goods have left the Godowns.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3.30 A.M.

No Fire Insurance has been effected.  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 10th July, 1907. 4

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With INDEX. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 27th January 1907

## ENTERTAINMENT

THEATRE ROYAL,  
CITY HALL.

FIRST APPEARANCE THIS YEAR

OF THE  
NEW BANDMANN  
OPERA CO.

55 LONDON ARTISTS 55

Under the Direction of  
MAURICE E. BANDMANN.For the First Time in Hongkong—  
TO-NIGHT:  
FRIDAY, July 12.  
TO-NIGHT:  
"THE BEAUTY OF BATH."New Plays, New Scenery; New Songs;  
New Company; New Everything.The Company this year is Travelling with  
its own Orchestra.PRICES OF ADMISSION: \$3, \$2 and \$1.  
Plan now open at S. MOUTRIE & CO., LD.Commence at 8 P.M. sharp.  
Hongkong, 2nd July, 1907. 1161

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. MILLER, to sell by Public Auction,  
For Account of Mr. J. R. CAPILL,  
TO-MORROW (SATURDAY),  
the 13th July, 1907, at 2.30 P.M., at No. 1, Day View, Kowloon,  
THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE,  
THEREIN CONTAINED—

Comprising:—DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with Bevelled Glass, MARBLE TOP WASHSTANDS, OVERMANTLES, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with Bevelled Glass, DINING WAGGONS, a Quantity of BLACKWOOD WARE, PICTURES, &c., &c., &c.

Catalogues will be issued.  
TERMS—As Usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 9th July, 1907. 1191

## PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

AN INTERIM DIVIDEND OF FIFTY CENTS per Share for the six months ending 30th June, 1907, will be payable on the 12th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 5th July, 1907. 1174

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong (TO-MORROW (SATURDAY), the 13th day of July, 1907, at 12 o'clock N. O., when the following Resolution will be proposed:

That it is desirable to capitalise the sum of \$9,000, being part of the undivided profits of the Company, and to distribute the same to the shareholders of the Company at the rate of one share for every two shares held by them respectively, and that the General Managers be and they are hereby authorised to distribute among the shareholders the 20,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th July to SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 1st July, 1907. 1153

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND OF \$3.50 per Share for the Six Months ending 30th June, 1907 will be Payable on the 24th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 16th instant to THURSDAY, the 24th instant, both days inclusive.

By Order of the Board of Directors,  
A. SHELLTON HOOPER,  
Secretary.  
Hongkong, 10th July, 1907. 1156

COLLECTIONS OF  
USED POSTAGE STAMPS  
IN PACKETS.

ASIATIC STAMPS. Mixed Stamps.  
100 for \$0.80 50 for \$3.30  
150 " 1.75 100 " 10.00  
200 " 3.50 150 " 25.00  
230 " 5.75 200 " 35.00  
275 " 9.00 300 " 95.00

Also Stamps in bags, sets, &c., &c.  
ARTISTIC PICTORIAL POSTCARDS  
& all other Philatelic Goods. Inspection invited.  
STANLEY & CO.,  
Hongkong Hotel Corridor.

## TO LET

## TO LET.

POSSESSION FROM 1ST APRIL.  
2 Semi-attached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.

Apply to—  
CHUNG CHINAM,  
Yan On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907. 482

## TO LET.

NO. 2, MACDONNELL ROAD.  
Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1906. 197

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.  
Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited.  
Hongkong, 23rd April, 1907. 1509

## TO LET.

NO. 1, WEST END TERRACE, Shamou, Canton.  
Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907. 191

## TO LET.

"BERIL" No. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907.  
Apply to—  
H. M. H. NEYAZEE.  
Hongkong, 29th May, 1907. 982

## TO LET.

NOS. 3 & 5, CARNARON VILLAS, Kowloon.  
Apply to—  
HEWAN & Co.,  
No. 15, Connaught Road, West.  
Hongkong, 1st May, 1907. 324

## TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.  
Apply to—  
REUTER, BROECKELMANN & Co.  
Hongkong, 23rd April, 1907. 795

## TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.  
Apply to—  
JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1101

## TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE—  
IN WANGHAI ROAD.  
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Su table for storage of any kind of merchandise.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 870

## TO LET.

IMMEDIATE POSSESSION.  
NO. 2, HOLLYWOOD ROAD, and No. 51, FOTTINGER STREET.  
Apply to—  
ARRATTON V. APGAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.  
No. 33, CAINE ROAD.  
AUCTION ROOMS, No. 2, Zetland Street.  
GREENHOF, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
Apply to—  
LEIGH & ORANGE,  
1, Des Vaux Road.  
Hongkong, 11th July, 1907. 94

## TO LET.

"STONHEVED" 35, Robinson Road, Nos. 52, 57 and 59, CAINE ROAD, Nos. 27, 31, 33 and 35, SEYMOUR ROAD.  
Apply to—  
SAM WANG CO., LTD.,  
81, Queen's Road Central.  
Hongkong, 11th July, 1907. 1103

## TO LET.

FROM 1ST JULY.  
LARGE AND SPACIOUS GODOWNS Nos. 8, 9a, 30, 32, and 10, PRAYA EAST, at present in the occupation of the Admiralty.  
Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st July, 1907. 809

## TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Light.  
No. 4, ELEGANT 6 Rooms with front and back Verandahs. From 1st July.  
"CHERRY VILLAS" A Fine Godown. Near Observatory Villas. Cheap Rental.  
Apply to—  
ARRATTON V. APGAR & Co.,  
45, Wyndham Street.  
Hongkong, 20th June, 1907. 860

## TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 1st July, 1907. 102

## TO LET.

NO. 3, CENTURY CRESCENT, Kennedy Road.  
Apply to—  
J. R. MICHAEL,  
No. 1, Prince's Building.  
Hongkong, 31st May, 1907. 1107

## TO LET

## TO BE LET.

SHAMEEN-CANTON, No. 24.  
From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.  
Apply to—  
JESSEN & CO.  
Hongkong, 10th July, 1907. 1197

## TO LET.

3 STORIES GODOWN No. 127, Wanchai Road.  
Apply to—  
REUTER, BROECKELMANN & Co.,  
Prinze's Building.  
Hongkong, 27th June, 1907. 1126

## TO LET.

NO. 4, CAMERON TERRACE, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 21st March, 1907. 1155

## TO LET.

NO. 28, LEIGHTON HILL ROAD. Immediate Possession.  
Apply to—  
THE COMPRADORE,  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 338

## TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenelg". Can have the use of a Kitchen, can be rented singly or the whole.  
GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.  
ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.  
Apply to—  
DAVID SASSOON & Co. LTD.  
Hongkong, 24th May, 1907. 821

## TO LET.

NO. 38, HOLLYWOOD ROAD, Corner House.  
Apply to—  
TSAU SHUN TAI TONG,  
33, Wellington Street.  
Hongkong, 13th June, 1907. 1069

## TO LET.

TWO ROOMS on Third Floor, HOTEL MANATIONS, suitable for Offices.  
Possession from 1st August next.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd July, 1907. 1159

## TO LET.

"HATHERLEIGH", CONDUIT ROAD, No. 1, RIPLEY TERRACE, BONHAM ROAD.  
OFFICES in KING'S BUILDING and YORK BUILDING.  
GODOWNS in PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORRISON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 1109

## TO LET.

GODOWNS Nos. 95, 96, 97 and 100, Praya East.  
Apply to—  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, 20th June, 1907. 1089

## TO BE LET.

AS from the 1st August next, No. 5, MORRISON HILL.  
Apply to—  
MESSRS. JARDINE, MATHESON & Co., LTD.  
Hongkong, 1st July, 1907. 1151

## TO BE LET IMMEDIATELY.

A Suite of TWO ROOMS opening one from the other. Newly furnished. Fine verandah. Bath and Dressing Room adjoining. Healthy and cool locality. Splendid view of harbour. Admissibly suited for Married Couple, or the rooms could be let singly.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 28th June, 1907. 1132

## TO LET.

NO. 5, ORMSBY TERRACE, Kowloon.  
No. 4, SEYMOUR ROAD, Hongkong.  
Cheap rent.  
Apply to—  
SPANISH DOMINICAN PROSECUTION.  
Hongkong, 25th June, 1907. 1114

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 21 Rooms. This property would be divided into two or more houses to suit tenants.  
BRACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calhoun Macgregor).  
BELLILLO TERRACE HOUSES, ROBINSON ROAD.  
No. 3 and 4, ALBANY.  
No. 8, BELLILLO TERRACE, Corner House, 1st Floor.  
No. 6, DES VEAUX VILLAS (PEARL).  
No. 1 and 2, BRACONSFIELD ARCADE.  
Apply to—  
LINDSTAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 1st July, 1907. 1102

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
Wm. FARLANE, Manager.  
Hongkong, 18th November, 1901. 42

## BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
STERLING RESERVE.....\$10,000,000  
SILVER RESERVE.....\$11,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$21,000,000

COURT OF DIRECTORS,  
G. H. MERRITT, Esq.,—Chairman.  
Hon. Mr. HENRY KESWICK, Esq.,—Deputy Chairman.  
A. Fuchs, Esq., E. Shollin, Esq.,  
A. Goetz, Esq., R. Shaw, Esq.,  
A. Haupt, Esq., H. A. W. Slade, Esq.,  
C. R. Loder, Esq., H. E. Tomkins, Esq.,  
A. J. Raymond, Esq.

CHIEF MANAGER  
Hongkong—J. R. M. SMITH  
Shanghai—H. R. H. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per Cent. per Annum on the daily balance.  
ON FIXED DEPOSITS.  
For 3 months, 3½ per cent. per Annum.  
For 6 months, 4 per cent. per Annum.  
For 12 months, 4½ per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 14th June, 1907. 21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest may be obtained on application. INTEREST on deposits is allowed at 3½ Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. 22

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.  
Authorised Capital Fl. 15,000,000 (€12,500,000).  
Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 1,625,850.19 (€135,737)

HEAD OFFICE: AMSTERDAM.  
SOLE OFFICE: THE HAGUE.  
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Batavia and Weltevreden.

CORRESPONDENTS at: Cherbon, Tegal, Poonagong, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai

BANKERS:  
London (THE WILLIAMS & WATSONS BANK, BRUSSELS (SWISS BANKYERIE), PARIS (COMPTOIR NATIONAL D'ESCOMPTE DE PARIS), Berlin (DEUTSCHE BANK, BRUSSELS (BANQUE DE PARIS ET DES PAYS BAS), Vienna (UNION BANK, Rome (BANCA COMMERCIALE ITALIANA).

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.  
On Current Account at the Rate of 2½ per annum on the Daily Balances.  
On Fixed Deposits: 12 months 4½ per annum.  
do. 6 do. 3½ do.  
do. 3 do. 3½ do.  
J. H. BOUTER, Manager.  
No. 16, Des Vaux Road Central

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... " 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Taiwan, Kobe, Nagasaki, Yokohama, Amoy, Fuzhou, Keelung, Swatow.

HONGKONG OFFICE:  
3, DES VEAUX ROAD.  
Interest allowed on Current Account. Deposits received on terms which may be on application.

D. TOWDOW, Manager.  
Hongkong, 5th April, 1907. 842

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS  
AUTHORISED ..... Gold \$10,000,000  
CAPITAL PAID UP ..... Gold \$3,250,000  
RESERVE FUND ..... Gold \$3,250,000  
HEAD OFFICE: 60, Wall Street New York.

BRANCHES and Agents all over the World.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2½ per annum on Daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4½ per cent. per annum.  
For 6 " 3½ " " "  
For 3 " 3 " " "







## SHIPPING.

**ARRIVALS.**  
CHINA, British str., 8,000, E. Street, 11th July—Shanghai 5th July, Mails and General—P. & O. S. N. Co.  
CHRYSE, Chinese str., 1,177, C. Stewart, 11th July—Shanghai 7th July, General—Chinese.  
CHUNANG, British str., 11th July—Canton.  
DELHI, British str., 4,781, J. D. Andrews, 11th July—Bombay 25th June, Mails and General—P. & O. S. N. Co.  
KWAHANG, British str., 11th July—Canton.  
MACHU, German str., 906, Rud. G. Zoller, 10th July—Bangkok 4th July, Rice and Wood—Butterfield & Swire.  
NANCHANG, British str., 1,440, J. MacKingle, 11th July—Chefoo and Newchwang 5th July, General—Butterfield & Swire.  
RAJAH, German str., 2,024, B. Petersen, 11th July—Bangkok 4th July, Rice—Butterfield and Swire.  
TAIHO, British str., 1,541, D. Christie, 11th July—Chefoo 5th July, General—Jardine, Matheson & Co.  
TATSHUN, Chinese str., 11th July—Canton.

**CLEARANCES.**  
At the Harbour Master's Office.  
11th July.  
C. Diederichsen, German str., for Haiphong.  
Hong Kong, British str., for Amoy.  
Tunging, British str., for Canton.

**DEPARTURES.**  
11th July.  
CHANGSHA, British str., for Manila.  
CHUNANG, British str., for Yokohama.  
CHUNANG, Chinese str., for Canton.  
DELHI, British str., for Shanghai.  
HAIKUN, British str., for Swatow.  
HAIKUN, French str., for Haiphong.  
HAIKUN, Norwegian str., for Hongkong.  
J. Diederichsen, German str., for Haiphong.  
MATHILDE, German str., for Haiphong.  
MOYNE, British str., for Shanghai.  
PAKLAT, German str., for Bangkok.  
YOHOW, British str., for Canton.

**SHIPPING REPORTS.**  
The Brit. str. Tunging reports: Fine weather.  
The Chinese str. Chryse reports: Fine weather throughout.  
The German str. Machu reports: During the whole voyage we had fine weather.  
The German str. Rajah reports: Light S.W. winds with fine weather.

**VESSLS IN DOCK.**  
July 11th.  
ARRIVED DOCK—Glasgow, James H.M.S.  
Ensign of India, Sumatra, Koherehng.  
COSMOPOLITAN DOCK—

**VESSLS PASSED ANKER.**  
June 21, A. H. str. Barrow, Land, from B. via.  
June 22, Dutch str. Pyrrhus, Barmos, May 3, from Amsterdam, for Batavia.  
German str. Hosen, Noth, May 1, from Bremen, for Batavia.  
June 23, British str. Atala, Canning, Feb. 12, from New York for Wanchow.  
June 25, British str. Islander, Wright, June 23, from Singapore, for Christmas Island.  
Norwegian str. L. Alfus, Andersen, June 13, from Grissle, for Delagoa Bay.  
June 25, Dutch str. Ophir, Sharp, June 26, from Batavia, for Rotterdam.  
June 27, Sw. str. Albatros, Olsson, May 11, from Alga Bay, for Anjer.

**VESSLS ON THE BERTH.**  
COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

**STEAM FOR SAIGON.**  
SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

**THE Steamship.**  
"ERNEST SIMONS"  
Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 23rd July, at 1 P.M.  
This Steamer connects at Colombo with the Australian line s.s. "Dumbuck" bound for Marseilles via BOMBAY and Aden.  
Passage tickets and through Bills of Lading, issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "TONKIN" ... 6th Aug.  
S.S. "SALAZAR" ... 20th Aug.  
S.S. "IOYNESEN" ... 3rd Sept.  
S.S. "TOURANE" ... 17th Sept.  
S.S. "AUSTRALIAN" ... 1st Oct.  
S.S. "NERA" ... 15th Oct.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 11th July, 1907.

**DAMPSCHEFFS-REHDERER-UNION-ACIEN-GESELLSCHAFT.**

**FOR NEW YORK.**  
(With Liberty to Call at the Malabar Coast).

**THE Steamship.**  
"VERONA"  
Captain Dobron, will be despatched for the above Port on or about MONDAY, the 29th July, 1907.  
For Freight, apply to CARLOWITZ & Co., Agents.  
Hongkong, 9th July, 1907.

**Cunliffe, Russell & Co.**  
10 & 12, Place de la Bourse.  
SECURITIES ISSUED BY PARIS European Gov. and Municipalities offering DISCOUNTED BONDS and other securities. Prospectuses on application.  
To be purchased for cash or on the "Cunliffe" system of monthly payments.  
CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed by the Government. Numbers checked after every drawing. Results of drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted. Premium Bonds & Services continue until sold or drawn. All transactions confidential.  
1013

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.  
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	CHINA	Brit. str.	—	E. Street	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES, HAVRE, & HAMBURG	C. FERR. LAURE	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 16th inst.
MARSEILLES, LONDON & ANTWERP	STYRIA	Brit. str.	—	D. C. Grigor, R.N.R.	P. & O. S. N. Co.	About 17th inst.
MARSEILLES, &c. via PORTS OF CALL.	ERNEST SIMONS	French str.	—	Girard	MESSAGIERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSEILLES, HAVRE, & COPENHAGEN, &c.	SOTRUDNIK	Dan. str.	—	—	MELCHERS & Co.	Peg. of Aug.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SPESIA	Ger. str.	k.w.	Brook	MELCHERS & Co.	Middle of Sept.
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
NAPLES, HAVRE & HAMBURG	SILEZIA	Ger. str.	k.w.	Bahls	HAMBURG-AMERIKA LINIE	On 24th August.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	von Dobron	HAMBURG-AMERIKA LINIE	To-day.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	SCANDIA	Ger. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 4th August.
TRIESTE, &c. via SINGAPORE, &c.	PEUDSEN	Ger. str.	—	Nathrath	MELCHERS & Co.	On 17th inst., at Noon.
NEW YORK	NIPPON	Asia. str.	—	Sander, Wiedner & Co.	HAMBURG-AMERIKA LINIE	On 21st inst., P.M.
NEW YORK	VANDALIA	Ger. str.	—	Frank	HAMBURG-AMERIKA LINIE	On 20th inst.
NEW YORK	ABELOUR	Am. str.	—	—	SHEWAN, TOMES & Co.	On 23rd August.
NEW YORK	VERONIA	Ger. str.	—	Dobron	CARLOWITZ & Co.	About 29th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	ATHANIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 1st Aug., at 4 P.M.
CALLAO, IQUIQUE, via JAPAN, &c.	EMUT	Am. str.	—	J. Minson	DOUGLASS LAFAR & Co.	About 13th inst.
AUSTRALIAN PORTS via MANILA	KATHERINE PARK	Ger. str.	—	Helms	MELCHERS & Co.	On 13th inst., at Noon.
AUSTRALIAN PORTS via MANILA	EMIRE	Brit. str.	—	W. B. Brown	GIBB, LIVINGSTON & Co.	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHINGTO	Brit. str.	—	W. von Senden	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 P.M.
YOKOHAMA AND KOBE	PHILIP WALDENHAR	Dut. str.	—	Zwart	MELCHERS & Co.	About 26th inst.
JAPAN	TURODAS	Brit. str.	—	S. J. Payne	JAYA-CHINA-JAPAN LINE	Second half of July.
TIENSIN via SWATOW & CHI FOO	CHEONGSHING	Brit. str.	—	J. Warrack	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
TIENSIN, CHEFOO & NEWCHOW	NANCHANG	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
CHEFOO & TIENSIN	HULHOW	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
SHANGHAI via SWATOW	KWONGSANG	Brit. str.	—	F. Prosch	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI	WAISHING	Brit. str.	—	M. Nemo	OSAKA SHOSHEN KAISHA	About 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIKTEN	Ger. str.	—	G. M. Montford, R.N.R.	HAMBURG-AMERIKA LINIE	About 19th inst.
SHANGHAI via SWATOW, AMOY & KOCHOW	SHAN MARU	Jap. str.	—	J. H. Brown	MELCHERS & Co.	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	—	H. A. Warrick	BUTTERFIELD & SWIRE	Middle of Aug.
SHANGHAI, MOJI, KOBE & YOKOHAMA	FURIA	Ger. str.	—	R. Almond	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	MARCELIN	Ger. str.	—	T. Mayrick	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SOTRUDNIK	Dan. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 20th inst., at Noon.
SWATOW & SHANGHAI	YOHOW	Brit. str.	—	Philayson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW, AMOY & KOCHOW	HAIMUN	Brit. str.	2 h.	Imbes	BUTTERFIELD & SWIRE	On 16th inst., at D. Light.
SWATOW & SHANGHAI	KIKIANG	Brit. str.	—	P. Samhill	MELCHERS & Co.	About 3rd Aug., at 9 A.M.
MANILA via SWATOW & AMOY	JOHNN MARU	Jap. str.	—	J. M. Hay	JARDINE, MATHESON & Co. LD.	To-day, at 4 P.M.
MANILA	RUBI	Brit. str.	—	Dini	CARLOWITZ & Co.	On 15th inst., at Noon.
MANILA	YUENSANG	Brit. str.	—	—	—	—
MANILA	ZAFIRO	Brit. str.	—	—	—	—
MANILA	KAIKONG	Brit. str.	—	—	—	—
HAIPHONG	UMHIL	Brit. str.	—	—	—	—
KULAT & SANDAKAN	BORABO	Ger. str.	—	—	—	—
SANDAKAN	MAYSANG	Brit. str.	—	—	—	—
SINGAPORE	HOPSANG	Brit. str.	—	—	—	—
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	—	—	—	—

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR SHANGHAI via SWATOW "KWONGSANG" Friday, 12th July, 4 P.M.  
TIENSIN via SWATOW & CHEFOO "CHEONGSHING" Friday, 12th July, 4 P.M.  
SANDAKAN "MAUSANG" Friday, 12th July, 4 P.M.  
MANILA "YUENSANG" Friday, 12th July, 4 P.M.  
SINGAPORE "HOPSANG" Saturday, 13th July, 3 P.M.  
SHANGHAI "WAISHING" Monday, 15th July, 4 P.M.  
Reduced Fares to STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.  
Penang " " " 65. " 70.  
Calcutta " " " 165. " 250.  
\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 12th July, 1907. GENERAL MANAGERS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 13th July, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 20th July, Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., GENERAL MANAGERS.  
Hongkong, 12th July, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK via PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. "ABELOUR" ... On 23rd August.  
For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.  
Hongkong, 12th July, 1907.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"CATHAY"	beg. of August
SHANGHAI, YOKOHAMA and KOBE	"SOTRUDNIK"	Middle of August
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of August
MARSEILLES, HAVRE, and COPENHAGEN	"SOTRUDNIK"	Middle of Sept.

For Further Particulars, apply to MELCHERS & Co., AGENTS.  
Hongkong, 12th July, 1907.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,066	E. V. Roberts	About 7th Aug.
TREMONT	9,666	T. W. Garlick	8th Sept.

† Cargo only.

CHEAP FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to—  
QUEEN'S BUILDINGS, Hongkong, 12th July, 1907.

## HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "LEBANON," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with furniture. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.  
FOR SHANGHAI, KOBE, YOKOHAMA.  
HAMBURG ... 1st August  
RHENANIA ... 1st September  
BOHNSSTAUFEN ... 1st October  
SILEZIA ... 2nd November

HOMEWARD.  
FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG  
SILEZIA ... 12th July  
SCANDIA ... 7th August  
HAMBURG ... 4th September  
RHENANIA ... 4th October

NEXT SAILINGS OUTWARD:  
SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 18th July  
MARCELLUS ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th July  
WIK ... FOR SHANGHAI, KOBE & YOKOHAMA ... 31st Aug.  
HAMBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.  
LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd Aug.

NEXT SAILINGS HOMEWARD:  
SILEZIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 12th July  
SCANDIA ... 7th August  
HAMBURG ... 4th September  
RHENANIA ... 4th October

Taking Cargo at through rates to ANTWERP, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" PERSIAN SERVICE to Arab and Persian Gulf Ports.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted. Lighted throughout by electricity. Daily qualified Doctor and stewardess carried. Laundry on board.

VANDALIA ... NEW YORK ... 26th July.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "CHINA"

Capt. E. Street, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 13th July at Noon taking passengers and cargo for the above ports in connection with the Company's s.s. "MOULTAN," 9,600 tons, from Colombo. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CHINA" due in London on the 18th Aug., 1907.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 1st July, 1907.

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BASCOTON, VALENZA, ALCANTARA, ALMERIA and MALAGA.)

THE Steamship "ISCHIA"

Captain Dini, will be despatched as above on MONDAY, the 15th inst., at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, 11th July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, via JAPAN PORTS.

With option to Call at Mexico and other Coast Ports.

Steamers Tons About  
"KATHERINE PARK" 4,900 15th July.  
"RAFAEL MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.  
Hongkong, 1st July, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship "NIPPON"

Captain E. Tarabochia, will be despatched as above on SUNDAY, the 21st July P.M.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.  
For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Princes' Buildings.  
Hongkong, 5th July, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at TIMAR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "EMPIRE"

Captain Helms, will be despatched as above on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th July, 1907.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

For Freight and further information, apply to DODWELL & Co., LD., Agents.  
Hongkong, 25th June, 1907.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS (CHINA)	OF CAL.	Neon, 13th July	See Special Advertisement.
MARSEILLES, LONDON, and SYRIA	Capt. E. Street	About 17th July	Freight and Passage.
ANTWERP	Capt. D. C. Grogan, R.N.R.	July	
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	Capt. G. M. Moulford, R.N.R.	About 19th July	Freight and Passage.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 12th July, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"KALIFONG"	On 13th July, Noon.
SWATOW AND SHANGHAI	"YOGHOW"	On 13th July, 4 P.M.
HAIPHONG	"CHIHUI"	On 16th July, 4 P.M.
MANILA	"TAMING"	On 16th July, 4 P.M.
TSINGTAO, CHEFOO, NEWCHANG	"NANCHANG"	On 16th July, 4 P.M.
CHEFOO and TIENSIN	"HUICHOW"	On 18th July, 4 P.M.
SWATOW AND SHANGHAI	"KIUKIANG"	On 19th July, 4 P.M.
MANILA, ZAMBOANGA, PORT		
DAWUN, THURSDAY ISLAND,	"CHINGTU"	On 3rd August, 4 P.M.
COOK TOWN, CAIENS,		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Tables. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS

Hongkong, 12th July, 1907.

## NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PREUSSEN"	Wedday 17th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIETEN"	About Wedday 17th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th July, at Noon.
YOKOHAMA and KOBE	"PRINZ WILHELM"	About Friday 26th July.
KUDAT and SANDAKAN	"BORNEO"	About Saturday 3rd August, at 9 A.M.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELOERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 12th July, 1907.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 17th July	10th August
"EMPERESS OF INDIA"	6,000	THURSDAY, 1st Aug.	19th August
"MONTEAGLE"	6,163	WEDNESDAY, 14th Aug.	7th Sept.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Aug.	16th Sept.
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 26th Sept.	14th Oct.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 232.

Intermediate on Steamers, "and 1st Class Railways, 240, 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Paddar Street and Praya opposite Blake Pier.

## OSAKA SHIOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 14th July, at 9 A.M.
AND AMOY	Capt. H. S. Smith	
SHANGHAI VIA SWATOW	"SHOSHU MARU"	TUESDAY, 16th July, at 9 A.M.
AMOI AND FOCHOW	Capt. M. Nemoto	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th July, 1907.

T. ARIMA, Manager.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July
TJIMAH	JAVA	Second half of July	JAPAN	Second half of July
TJIKINI	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILWONG	JAVA	First half of Aug.	JAPAN	1st half of Aug.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	1st half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	1st half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 10th July, 1907.

### NOTICES TO CONSIGNEES

S.S. "TONKIN,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

#### NOTICE.

CONSIGNEES of Cargo from London at s.s. "Dordogne," and "Matsuan" from Havre at s.s. "Matsuan," from Bordeaux at s.s. "Le Président Leroy Lallier" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whose delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 15th July, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th July, 1907.

### NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"AMBRIA,"

Captain Scheringham, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th July, 1907.

### NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SCANDIA,"

Captain von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th July, 1907.

### "BEN" LINE OF STEAMERS.

S.S. "BENVOLICH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th July, 1907.

### NOTICE TO CONSIGNEES

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"LINGO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-DAY.

Goods not cleared by the 15th July, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 1st July, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA,  
Hongkong, 9th July, 1907.

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## ON SALE. THE DIRECTORY AND CHRONICLE

FOR  
CHINA, JAPAN, COREA, INDO-CHINA  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS  
INDIA, PHILIPPINES,  
BORNEO, &c.

WITH HIGH ART INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST  
FOR  
1907.

THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The Information in these Descriptions, compiled by a hundred of the most experienced and reliable of the Trade of each Country and Port, would also suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,720, 10/6. Directory only pp. 1,340, 5/6.

The Directories and Descriptions are of

China, Japan, Korea, Indo-China, Siam, Straits Settlements, Malay States, Netherlands India, Philippines, Borneo, &c.

Peking, Tientsin, Hankow, Shanghai, Hongkong, Canton, Amoy, Swatow, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Penang, Malacca, Batavia, Surabaya, Samarang, Padang, Sourabaya, Measarak, East Coast of Sumatra, Naval Squadrons, British, French, German, Japanese, United States, OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

ALPHABETICAL LIST OF RESIDENTS

carefully arranged, with the initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF HONGKONG SETTLEMENTS, TIENHSIN

PLAN OF TIENTSIN (KIAOCHAU)

PLAN OF HONGKONG CONFESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with Inset

Showing the EXTENDED SETTLEMENT

PLAN OF THE PEAK

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF BATAVIA

THE CHRONICLE covers the notable events of the last half century in the Far East together with the Text of all the most important Treaties concluded with the countries of Eastern Asia

the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:

Treaties with China

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1899; Rules for Joint Investigation of Opium, 1899; Rules for Joint Investigation of Opium, 1899; Opium Convention, 1899; Opium Convention, 1899; Opium Convention, 1899; Opium Convention



